

Intimations.

NOTICE.
THE Interest and Responsibility of the Underigned in the Chinese Mail, 華字日報 (Wah Tze Yat Po), CEASED from the 1st August, 1877.

CHUN AYIN.

Hongkong, April 6, 1878.

NOTICE.

IN Reference to the above, the Underigned has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr LEONG YOOK CHUN, as Translator and General Manager of the newspaper, which under its new régime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.

KONG OHIM.

Lessee of the Hongkong Chinese Mail.
Hongkong, April 6, 1878.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

GOLDEN ELIZABETH, British barque, Capt. James Whitbread.—Vogel & Co.

ALBA, British barque, Captain George Robb.—Jardine, Matheson & Co.

VIRGIL, American barque, Captain F. W. Call.—Order.

JOHN R. STANHOPE, American barque, Capt. H. G. Pillsbury.—Arnold, Karberg & Co.

ABYLL, British steamer, Captain D. Scott.—Jardine, Matheson & Co.

BREITENBURG, German barque, Captain Haje.—Melchers & Co.

KILLARNEY, British steamer, Captain Harry O'Neill.—Gibb, Livingston & Co.

ALICE O. DICKERMAN, American 3-m. schooner, Captain Wm. J. Bugant.—Order.

EXETER, American barque, Capt. D. B. Eddy.—Captain.

ANNA.—Danish schooner, Capt. Lassen.—Chinese.

BATHORN, British barque, Captain C. Mead.—Wiesler & Co.

To-day's Advertisements.

FOR SHANGHAI.

The Steamship "YANGTZE," E. SCHULTZ, Master, will be despatched for the above Port TO-MORROW, the 29th instant, at 10 a.m.

For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, May 28, 1879. my29

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TANAI,"

Commanded by DE LA MARCELLE, will be despatched for YOKOHAMA TO-MORROW, the 29th inst., at 6 p.m.

G. DE CHAMPEAUX, Agent.

Hongkong, May 28, 1879. my29

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "YANGTZE,"

Commanded by NOMBREUX, will be despatched for SHANGHAI TO-MORROW, the 29th inst., at 6 p.m.

G. DE CHAMPEAUX, Agent.

Hongkong, May 28, 1879. my29

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY,

the 31st May, 1879, at 11 o'clock a.m., at Messrs MELOCHERS & Co.'s GODOWNS,—

(For account of whom it may concern.)

51 Muntz Yellow Metal Rods.

5 Lowmoor Plates.

10 Best Staffordshire 8ft. x 4ft. 6in. Iron Plates, thick.

6 Best Staffordshire 8ft. x 4ft. 6in. Iron Plates, thick.

6 Best Staffordshire 10ft. x 4ft. 6in. Iron Plates, thick.

12 Best Staffordshire 10ft. x 4ft. 6in. Iron Plates, thick.

6 Best Staffordshire 10ft. x 4ft. 6in. Iron Plates, thick.

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To-day's Advertisements.

NOTICE.

ORIENTAL BANK CORPORATION.

THE AGENCY of this BANK at Hongkong will be CLOSED and WITHDRAWN from 1st July next.

CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID there AT ONCE with INTEREST to Date, and transferred to this Branch at the Exchange of the Day at the option of Constituents.

GEO. O. SCOTT, Manager.

Oriental Bank Corporation, Hongkong, May 28, 1879.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. YANGTZE.

NOTICE.

CONSIGNEES of Cargo per S. S. Indus and Copernicus, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignee, before TO-MORROW, the 29th inst., at 9 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 4th June, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, May 28, 1879. ja4

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, COLOMBO, ADEN, SUER, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO, BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON TUESDAY, the 10th of June, 1879, at Noon, the Company's S. S. TIGRE, Commandant CHAMPEAUX, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 9th of June, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, May 28, 1879. ja10

SHIPPING.

ARRIVALS.

May 27, Adria, British steamer, 780 G. Stewart, Saigon May 22, Rica.—P. & O. S. N. Co.

May 28, Maharajah, British steamer, 994, Clark, Saigon May 23, Rica.—SIEMSEN & Co.

May 28, Yangtze, British steamer, from Canton.

May 28, 7 a.m., Hwai Yuen, Chinese steamer, 984, O. Wilson, Shanghai May 23, 1 a.m., General.—C. M. S. N. Co.

May 28, Ningpo, British steamer, 761, R. Cass, Shanghai May 24, General.—SIEMSEN & Co.

May 28, Mosquito, British gunboat, from Canton.

May 28, Yang-tse, French steamer, 2400, Nombredieu, Marseilles April 20, Naples 22, Port Said 27, Suez 28, Aden May 8, Galle 14, Singapore 21, and Saigon 25, Mails and General.—MESSAGERIES MARITIMES.

May 28, Yotung, British steamer, 286, D. McCougall, Swatow May 27, General.—KWOK ABOGONG.

DEPARTURES.

May 28, Achilles, for Shanghai.

28, Flory Cross, for Manila.

28, Fui-hoo, Chinese R.O., for a cruise.

28, Hui Yuen, for Canton.

28, Argyl, for Hankow.

28, Ningpo, for Canton.

28, Nisun, Japanese man-of-war, for Amoy.

28, Salvador, for Manila.

CLEARED.

Memnon, for Hilo.

Yangtze, for Shanghai.

Henrik Thier, for Taiwan.

Galley of Lorne, for Saigon.

Albat, for Amoy, &c.

Boothoven, for Vanglum (Cochin-China).

Korogon, for Manila.

PASSENGERS.

ARRIVED.

Per Yang-tze, from Hongkong; from Marseilles, Mr. Stibel, Mr. and Mrs. J. L. Anderson, Mr. and Mrs. Morris, and child, Rev. Mr. Monley, Rignion, and child; from Singapore, Messrs David and servant, G. F. Gary, and E. F. Robinson; from Saigon, Messrs Konrad, Koffler, & Yaman, Ouli, and Bourard, and 24 Chinese.—For Shanghai: from Marseilles, Messrs Wood, Keller, and Bonstan, and Rev. Ragner.—For Yokohama: from Marseilles, Messrs Selat and son, and Kaube; from Naples, Mr. L. Colombo.

Per Hwai Yuen, from Shanghai, Mr. J. M. Kinsman and two Masters Purcell, and 60 Chinese.

Per Ningpo, from Shanghai, Mr. Bisset, and 28 Chinese.

Per Yotung, from Swatow, Capt. Schmitt, Mr. Horn, and 164 Chinese.

Per Adria, from Saigon, 70 Chinese.

Per Maharajah, from Saigon, 6 Chinese.

PASSENGERS.

DEPARTED.

Per Achilles, for Amoy, 150 Chinese; for Shanghai, Messrs J. S. Raymond, and O. P. V. Cooper.

TO DEPART.

Per Yangtze, for Shanghai, 70 Chinese.

Per Galley of Lorne, for Saigon, 100 Chinese.

Per Albat, for Amoy, &c., 2 Europeans, and 25 Chinese.

Per Boothoven, for Vanglum, 17 Chinese.

SHIPPING REPORTS.

The British steamer Adria reports: Fine monsoon to within 100 miles of Hongkong.

The British steamer Maharajah reports: Fine weather throughout the passage. Passed the French Mail 60 miles from Gap Rock at 7 p.m. on the 27th.

The Chinese steamer Kwai Yuen reports: Dense fog and calm first part, latter light southerly winds and fine clear weather. May 27th, spoke S. S. China off the Lamma rocks.

The British steamer Ningpo reports: Left Shanghai at 1 p.m. on the 24th inst. Experienced calm and light airs throughout. Arrived here at 9 30 a.m. on 28th.

The British steamer Yotung reports: Light N.E. winds and fine weather.

Light N.E. winds and fine weather.

POST OFFICE NOTICES.

MAILS will close:—

For SHANGHAI.—Per Yangtze, at 9.30 a.m. To-morrow, the 29th inst.

For SWATOW, AMOY, & FOOSHOW.—Per Kwangtung, at 11.30 a.m., on Thursday, the 29th inst.

For YOKOHAMA.—Per S. S. Tanai, To-morrow, 29th inst. Registry closes at 4.15 p.m. Mail closes at 4.30 p.m. Paid Correspondence may then be posted in the moveable box on board the Packet.

For SHANGHAI.—Per S. S. Yangtze, To-morrow, the 29th inst. Registry closes at 4.45 p.m. Mail closes at 5 p.m. Late Letters received from 5.10 to 5.30 with 18 cents Late Fee. Paid Correspondence may then be posted in the moveable box on board the Packet.

For SAIGON.—Per Galley of Lorne, at 5 p.m. To-morrow, the 29th inst., instead of as previously notified.

Per Palatin, at 4.30 p.m., on Saturday, the 31st inst., instead of as previously notified.

MAIL BY THE UNITED STATES PACKET.

The United States Mail Packet Belgio, will be despatched on SATURDAY, the 31st inst., with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2.15 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West Indies (expected the Bahamas and Hayti), Monte Video, Paraguay, and Uruguay can on longer be sent by this route.

Hongkong, May 17, 1879. my31

MAILS BY THE BRITISH PACKET.

The British Contract Packet Lombardy, will be despatched on TUESDAY, the 3rd June, with Mails to and through the United Kingdom and Europe via Brindisi or Southampton; to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

MAILS BY THE FRENCH PACKET.

The French Contract Packet Tigre, will be despatched on TUESDAY, the 10th June, with Mails to and through the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, India (via Madras), Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suva, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

The usual hours will be observed in closing the Mails, &c.

Letters for the United States by Sailing Ship.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 6 cents per half ounce as usual.

This Office then undertakes the duty of obtaining notice of departure and despatching the correspondence.

It is requested that the letters be posted if possible at least one day before the date fixed for sailing.

HOURS OF CLOSING.

THE CONTRACT MAILS.

The following hours are observed in closing Mails, &c., by both the British and French Contract Packets:—

Day before departure:—

5 p.m.—Money Order Office closes; Post Office closes except the Money Box, which remains open all night.

Day of departure:—

7 a.m.—Post Office opens.

10 a.m.—Registry of Letters ceases.

Posting of all printed matter and patterns ceases.

11 a.m.—Mails closed, except for Late Letters.

11.10 a.m.—Letters may be posted with Late Fee of 18 cents until

11.30 a.m.—when the Post Office Closes entirely.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 18 cents until time of departure.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—Albat leaves for Amoy, &c. Notice of optional cargo per Yangtze to be given before 9 a.m.

10 a.m.—Yangtze leaves for Shanghai.

Noon.—Kwangtung leaves for Coast Ports.

5 p.m.—Tanai leaves for Yokohama.

6 p.m.—Yangtze leaves for Shanghai.

General Memoranda.

FRIDAY, May 30:—

Noon.—Sale of Bombay Cotton Yarn at Godown of Messrs Douglas, Laprak & Co.

SATURDAY, May 31:—

11 a.m.—Sale of Sundries at Godown of Messrs Melchers & Co.

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

SUNDAY, June 1:—

Olaf goods undelivered subject to rent.

MONDAY, June 2:—

3 p.m.—American Mail leaves for Yokohama and San Francisco.

9 p.m.—Meeting of Zetland Lodge.

TUESDAY, June 3:—

Noon.—English Mail leaves for Ports of Call and Europe.

WEDNESDAY, June 4:—

Goods per Yangtze undelivered after Noon, subject to rent and landing charges.

TUESDAY, June 10:—

Noon.—French Mail leaves for Ports of Call and Europe.

THURSDAY, June 12:—

3.30 p.m.—Sale of Valuable Land, &c., at the Marine House.

THE HONGKONG DISPENSARY, Established A.D. 1841.

香港大藥房

A. S. WATSON & Co., FAMILY & DISPENSING CHEMIST, WHOLESALE AND RETAIL DRUGGISTS, IMPORTERS OF

DRUGGISTS' SUPPLIES, NURSERY REQUISITES, TOILET REQUISITES, ESSENCE, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS OF

Soda Water, Lemonade, Tonic Water, Gingerale, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1879.

BIRTHS.

At Chefoo, on the 12th inst., the Wife of TAZO, SCHNEEL, of a Daughter.

At Mrs. Green's, Ezechuen Road, Shanghai, on the 14th inst., the Wife of the Rev. A. ELWIN, O.M.S., Hangchow, of a Daughter.

MARRIAGE.

On the 25th March, at New York, by the Rev. Dr. McGlynn, Pastor of St. Stephen's Church, John Latham Anderson, of Amoy, to Nellie, eldest daughter of John S. Harberger, Manhattan Bank, New York.

DEATHS.

On the 9th April, in London, John How Cheverton, late of Shanghai, aged 30.

On the 13th April, at 9 Lyndoch crescent, Glasgow, aged 66 years, John Jarvis, formerly of Shanghai.

On the 11th April, at 20, Ardenian road, Bayswater, London, Edward Alexander, only son of Edward Maccall, formerly of Shanghai, aged seven years.

The publication of this issue commenced at 8.15 p.m.

THE CHINA MAIL.

HONGKONG, WEDNESDAY, MAY 28, 1879.

A CURSORY glance at the "List of the Chinese Lighthouses, Light Vessels, Buoys and Beacons for 1879," published by order of the Inspector General of the Imperial Maritime Customs of China, will show that the rule laid down by the Treaty of Tientsin concerning "the distribution of lights, buoys, beacons, and the like, the maintenance of which shall be provided out of the tonnage dues," has been faithfully carried out. However much of the credit of this action is due to the foreign Inspector General and his subordinates, the fact is there notwithstanding, and it must be set down to the credit of the Chinese authorities. It may not be generally known, and it certainly is not fully realized by many foreign residents in China, that there are now no less than sixty-four lights exhibited along the China Coast from Newchwang to Canton. Of these no less than forty have been placed during the last ten years, while about a third of that number may be classed as really first-class works of this description of engineering. Prominent among these may be mentioned the Lamooks Light-house (1874), Chapel Island (1871), Tamsien Island (1875), Fisher Island (1875), Ockney (1874), Turnabout (1878), Middle Dog (1872), Shawishan (1871), and Shantung (1874). Forty-five buoys and forty-three beacons have to be added to this creditable result; and over and above all, there is the maintenance of this great system to be considered, with the staff and materials necessary for the service. These facts are here mentioned because we are sometimes apt to overlook the really valuable services rendered by the Customs officers, under the Treaty, to the mercantile interests of these seas.

Now that the British Minister (Sir Thomas Wade), the Inspector General (Mr. Robert Hart), and the Customs Engineer in Chief (Mr. D. M. Henderson) have returned to their duties in China, the further prosecution of this good work

may be confidently looked forward to. According to the Powers of Article 32 of the Treaty of Tientsin, Sir Thomas Wade and Mr. Robert Hart possess almost undisputed right to introduce what further improvements they may deem necessary in this matter of lighting the Coast. It is generally understood that the erection of a lighthouse on Breaker Point has for some time engaged the attention of the authorities; and this desirable scheme will, it is hoped, be proceeded with without delay. Of this headland (known as the Lily Point of the Chinese), which lies 9 miles to the eastward of Tungso Road, say 23 miles beyond Cuppi Point, and about the same distance on this side of Swatow, the China Pilot says, "it may be known by a black dome-shaped hill rising 280 feet from a red sand drift on the point, from whence the hills trend northward and westward, dipping suddenly at their extremity. At the south extreme of the point is a remarkable rocky stone, and off the south-east and south-west points of land on each side of the stone are two small islets; a fort stands on the point within." Detached reefs lie off the shore, which should not be approached within half a mile. At 2 miles westward of Breaker point is a small islet having a Flat rock, part of which is always uncovered to the S.E. of it. W. & S. distant 8 cables from this rock, and South from the islet

The *Loudoun Castle* was drawn by Mr Vinny, and the *Glencoe* by Captain Mackay of the C.N. Co.'s steamer *Hankow*. Some discussion had arisen over the *Loudoun Castle* having been bought by Mr Grant, who was not a subscriber. The *Glencoe* was bought by M. Molchanoff, a Russian. A remarkable fact in the lottery was that if anyone had bought the whole of the steamers, he would make a clear gain of \$500! No one apparently grasped the matter sufficiently to "go for" the whole of the steamers. The *Kiang-kuan* arrived late on the 17th May, and the *Hankow* was signalled on the morning of the 18th.

The *North China Daily News* writing on the combination of the tea buyers at Hankow this season, not to commence purchasing till samples of the bulk of the crop were on the market, says:—

The resolution is a wise one, and we would gladly hail the commencement of a better understanding between purchasers and did there seem the slightest hope of the understanding being continued. It seems strange to outsiders that there should have been any necessity for the formal arrangement described at Hankow. The evident interest of the buyers, individual as well as collective, might have been presumed to be sufficiently influential in guiding them to so plain a course. Unhappily, for some years it has been a scramble amongst the purchasers as to who shall be the first to buy, and the effect of a bad custom once introduced, as we but too frequently know, lasts long after the occasion for it has passed away. Eighteen years ago there may have been some reason for excitement on the opening of each tea season, but with the progress of events each year has shown less need for the rush to purchase. From one cause or other the supply of tea in China has always been in excess of the European demand, and exports have only been checked in each case by the arrival of news of an overstocked market. Now the natural result of such a state of affairs in an ordinary market would be to render each buyer cautious for himself, and careful not to interfere with the negotiations of his neighbour. It is a well established rule, not written but thoroughly understood by purchasers there, that a parcel of tea once offered must be sold at whatever sacrifice. It is likewise understood amongst purchasers that when an offer is made, it must be definitely accepted or rejected. These are but the ordinary rules prevailing amongst purchasers in a large and important trade; they recommend themselves for acceptance, and no one thinks that there is any occasion for drawing up binding agreements to act on them. The real reason is that ordinarily each individual acts for himself, and is well content to let his neighbours alone. Unfortunately the principle is reversed amongst tea buyers in China. Here it has become the custom for the seller to risk. If after offering his tea all about the market, and getting prices all round, the seller is not satisfied, he quietly withdraws his parcel for a more convenient season. Again, a buyer makes a bid for a chop of tea, and instead of insisting on a definite yes or no he permits his offer to be hawked about the market, and will himself, knowing the price offered by another inspector, without waiting for its rejection by the seller, seek to overbid him in his own market. There are evil customs not to be got rid of by any amount of combination. On the contrary, they arise from the rational desire of each to do the best for himself, and as such might be expected to prevail in China as elsewhere. They do not prevail, and in consequence year after year less are hurried forward to arrive at glutted markets, and practically speaking the excitement of the rush is never permitted to cool down till the inevitable telegram comes on the arrival of the first crops that the market has been flooded to an extent beyond its capabilities of absorption. Now considering that the education of our tea buyers is conducted in a very close school, and that most of them have been during the entire of their business training closely associated personally, it is difficult to understand the absence of any *esprit*. It is nevertheless true that there is frequently exhibited greater anxiety to get the better of each other than to purchase at remunerative rates. Each one seeks to raise the market on his neighbour, forgetting that the result of doing so is to raise it against himself; and a chaisee may frequently be heard boasting of how he had succeeded in getting a chop for which he had a fancy out of the hands of a brother chaisee. Notwithstanding that such practices are injurious to the trade generally, we never heard of a tea buyer being put in " Coventry " for the act. Now to our mind, not only is there no necessity for the strange competition which goes on freely at Hankow, but there are few or no trades which permit so powerful an organisation of the buyers as that which exists in China. A few simple and well understood rules would, without the objectionable practice of combination, be sufficient to effect a revolution. In most professions there is a recognised etiquette, the general observance of which not only keeps up the character of the profession at large, but comes to the help of each member when needed. Unfortunately, in China the absence rather than the presence of this etiquette has been the rule, but there is no sound reason for its absence. We should rejoice if our remarks had the effect of inducing the important body which every year proceeds to the ports of Hankow and Foochow to come to an understanding as to the advisability of establishing a code of honour amongst themselves.

THE HONGKONG EXCHANGE.

A meeting was held at the Chamber of Commerce Rooms, this afternoon, of those subscribing to, and the supporters of, the new Exchange for Hongkong—Hon. P. Ryde in the chair. There were present: Messrs A. P. McEwen, J. Mackintosh, W. K. Hughes, T. G. Williamson, F. Sassoon, A. Oxon, E. B. Bellios, G. Sharp, T. Jackson, W. M. Morgan, A. S. Cohen, P. B. Camm, P. H. Arjanes, R. D. Mehta, D. Rutkoff.

The minutes of the general meeting of April 9, were read and approved. The advertising calling the present meeting having been read, The Chairman said: The Committee ap-

pointed at the first general meeting, in virtue of the power given them to rent a suitable room for the proposed Exchange have rented the ground floor of Marine House at a monthly rent of \$100 for six months, with the option of continuing the lease if they see fit. Furthermore, the Committee elected a sub-committee, who have drawn up a series of rules; there were not many rules required for such an undertaking as we are about to initiate, and the rules they have formulated are not of an intricate nature. The rules, as revised and adopted by the General Committee, have been in your hands now for some time, and you will now be asked to adopt, reject or modify them. Before going into the rules, however, I would suggest that this meeting do proceed to formally vote in as members of the Exchange all firms and individuals who have signed the memorandum in which the scheme was originally set forth. The list (which contained 67 names) was then read over by the Secretary.

The Chairman remarked that they thus had already a fairly representative membership to begin with; once they were fairly started he was confident many more, particularly Chinese houses, would come in.

A list of fifteen Chinese houses which had not been sent in was also included in the formal motion, which was proposed by the Chairman, seconded by Mr G. Sharp, and carried unanimously.

The meeting then proceeded to discuss the rules *seriatim*, and after a few alterations, mostly of minor importance, they were adopted.

A question arose as to the right of members of firms to become members of the Exchange as individuals. The Chairman said this was not intended; they must join as a firm.

It was then suggested that the same rule should be applied to the Chinese, Mr Bellios submitting an amendment by the insertion of words precluding any person being a member of a firm from joining as an individual at the low rate. The amendment was carried.

Mr Sharp thought the fact that if Chinese men who pay 80 cents a month for the use of an office in the centre of the town, were to be the class of persons crowding the Exchange, the fundamental principle with which they started, namely, that a place of resort should be established where the principal merchants could meet at certain hours, making in fact a concession to those who desired to consult or deal with them, would be departed from. They wanted the piece goods merchants, freight brokers, and such like. Mr Kewrick, say, would not like to leave his office and go down to the Exchange and find himself amongst a crowd of these 80-cent Chinese, who did no business, but ran about all day wasting everybody's time.

The Chairman pointed out that as there was no intention of providing any writing materials suitable for Chinese, there was no risk of their making the Exchange their office. He did not anticipate the rush of the class of men Mr Sharp referred to. He believed the Chinese merchants for whom the Exchange was partly intended were men generally trading on their own account.

A clause was inserted allowing all assistants of firms who are members of the Exchange access to the Exchange.

The other alterations were unimportant.

The meeting confirmed the appointment of Mr George as Secretary; there was no other business.

TRIPLE EXECUTION AT VICTORIA GAOL.

This morning, the three sailors, two Siamese and one Javanese, (Ali, Hassan and "John" or Kitchel), who were recently convicted of murdering at sea the Captain, and the first and second mates of the British barque *Kate Waters* (the last-named being also convicted of the murder of the cook on shore, and of a Chinese boy), were publicly executed in the Compound of the Victoria Gaol. There was a much larger attendance than we had anticipated, mainly European and Portuguese, considering the early hour, 5 o'clock, when those who were desirous of witnessing this final vindication of the Law had to present an appearance. No fewer than two hundred persons were present. The scaffolding was erected close to the protecting wall which overhangs the public roadway, and there too a large crowd of Chinese had collected to witness the affair. Admission to the Compound was by written permission of the Sheriff; this prevented a miscellaneous and noisy crowd gathering, and all the accompaniments of the dread scene were thus quiet and orderly. The men had not spent their time in the approved repentant-Peace fashion; they had been callous and unrepentant to the last moment, and to the last degree. A Mohammedan priest had seen them, but that was all. On Tuesday, being asked whether they desired to see anybody before the day of execution arrived, Ali asked permission for a woman belonging to his own country, and residing here, to see him; Hassan asked that four or five men he knew residing in Lascar Row should be brought to him; "John" desired the interpreter to be sent for. All this was done, and they from four to five o'clock on Tuesday held a regular levee of their friends and others. Before the time of their execution they jointly emitted a statement to the effect that Ibrahim was the ringleader of the whole of the acts of rebellion with which their crimes of murder were connected. He conceived and stated to them his plan of revenge upon the Captain who had treated all of them most brutally; they were not unready to chime in with his suggestions because they had suffered so much at the hands of the master. They thought it hard that they only should suffer this utmost punishment, and that the others should escape. Again they declared that Ibrahim was the instigating and leader of their piratical and murderous acts.

At half-past five, the chapel services being over, the tolling of the bell announced that the men were on their way to the scaffold. The line from the gaol door, across the compound to the black and ghastly arrangement of "logs, bolts, and bars" which was to seal their fate, was guarded by a detachment of European and Sikh constables. The executioner, a European sailor who has served out his time in gaol, and has been living there for some time as a destitute, getting out during the day to look for a ship, walked in front of them, his face covered with thick black crepe to conceal his identity. He was dressed in prison garb; he was also the victim who were soon to suffer from the turn of his wheel. "Victoria Gaol" was liberally and picturesquely stamped all over their clothes; at the moment they all had in the most unexpected

situations. The Governor of the Gaol (Mr Tomchoy), and the Sheriff (Mr Sangster), walked in front of the solemn procession. The men were each under the charge of two Indian constables, and Wardens Souder and Cole accompanied them to the scaffold. The scaffold is a good enough double trap one, but is too low; this fault, we believe, is to be mended soon. The double-trap, in which the whole body of the platform where the victims stand, gives way, one half opening back, the other to the front, launching the men into Eternity, is greatly preferable to the single, the side of the stage trap. Marwood says:—

"The double trap's far and away the best of the lot, provided there's plenty of fall down below. The side trap's what they've got at Manchester, where the whole thing gets down from the side of a wall, and we all stand on a sort of hanging platform. He, you know, stands on the edge, which gives way from under his feet when I pull the bolt. It's much the same with the single trap; only that's fixed over a kind of well. So's the stage trap, where the man stands on a platform, which slides down straight from under his feet. It might clog and catch, and that's why I don't like it. But the double trap's what I like best. There the man stands upon a platform in two halves, which are kept in their place by bolts. I withdraw these bolts by one turn of a lever; the divisions open all at once, falling away to either side, and he drops through. I'd make that the general system, I would, if it rested with me. There's no other way of making it a thoroughly sure business; and I have pondered and thought over it a good deal too."

The two tallest men in this case were hung from the back beam. Ali, the short lad, being in front. John, the one convicted of five murders, was bound and had his rope and face-cover adjusted first. Ali was dealt with next; during the time the executioner was tying him up Hassan, who has not been well in gaol, and is said to have been suffering from heart disease, fainted, and fell, being picked up at once by those in attendance. He had to be supported until the lever was moved that deprived him of life. Instantaneously on the drop Hassan died; partly of the shock of his weak heart, but likely from his long drop. The platform of the scaffold was about 3 feet high; and he had the longest drop, his feet being within half an inch of the ground. John struggled for a few seconds, and was soon dead. Ali, the lightest and shortest of the three, had, stupidly enough, the shortest drop; and more stupidly still, the knot of the noose was put under his chin, with a good 24 inches between it and his windpipe. He struggled and breathed heavily for several minutes, a sight certainly not pleasant to behold, and one which might very easily have been avoided. After they had hung a short time, Dr. Ayres examined the bodies and certified that they were dead; they were, however, allowed to hang for an hour, after which they were cut down.

CORRESPONDENCE.

To the Editor of the "CHINA MAIL," Hongkong, 28th May.

SIR,—Like many other persons, I gratified my morbid feelings in witnessing those horrid, miserable murderers shot from the scaffold this morning; and I must say a very ghastly spectacle it was. Now, I undertake to say that I could have done the work much more neatly, and in the twinkling of an eye, I would have passed those miserable wretches from life to death, without pain, agony or their knowledge of the fact, without scaffolding. "Jack Ketch" or any painful exhibition to be seen. However, be that as it may, my question now is,—why should these three murderers not be cremated after death? What do Mussulmans care for hanging? Absolutely nothing. They are taught by their belief in the Koran that to kill an infidel is a passport to the land of the Peri; it is therefore no sin; and this doctrine is essentially the belief of a so-called the Wahibis, the warlike caste of Mussulmans. Jehads* are continually being got up by these fighting votaries, which the British Government are unable to track to any particular person, the towns of India, Secunderabad, Patna, Lucknow, Poona, Peshawar &c., are full of such rebellious spirits. If I am rightly informed these wretches, who have gone to their long account this morning, entertained this Wahabee doctrine, as they refused all spiritual consolation either from parson, priest, or mourner. They have shown their utter contempt for our law or Christian belief that "thou shalt do no murder;" those men killed infidels, and their belief was that they would go to Paradise for it, so long as their bodies remained whole. Cremating the bodies (within the precincts of the gaol) of the assassins of Lord Mayo, and Chief Justice Norman, had much good effect in decidedly stopping other high officials from being assassinated who had received threatening letters (1871-72). The Mussulman belief is that, when the body is cremated the soul becomes as that of a dog, and thereby loses its chance of redemption, and that happy hereafter, which it otherwise would attain. I therefore think the bodies of these malefactors should have been cremated, if these executions are intended to be a warning or a deterrent to those other scoundrels of the same caste, and religious proclivities—whose name is legion.—Boasting about the "Great Oceans" in vessels flying the British flag.

INDICATOR.

*Jehad,—a crusade against Christians, and infidels.

Police Intelligence.

(Both Magistrates Sitting.) Wednesday, May 28.

Peter Doberty, seaman unemployed, was fined \$1 for being drunk and refusing to pay chair-hire.

AN OLD THIEF. Ching Aon, a barber, and an old offender, was committed for trial on a charge of stealing \$1,000 cash from a money-changer's stall.

BASTARDLY ASSAULT. Wong Aung, a barber, was charged, with others not in custody, with assaulting one Chan Yin, a hawker, with iron bars. Complainant said he was certain of the defendant's identity; he believed that he was assaulted because he had recently given information to the police about some thieves. Defendant, who denied the charge, was sent to two months' hard labour.

ALLEGED LARCENY OF \$470. Chung Aing, a servant, was charged by Dr. William Clarke Esquire on suspicion of stealing \$470.

Mr Eastlake sworn, stated: Yesterday at half past two o'clock I looked up \$230 in notes, and two cheques, one of \$200 on the Oriental Banking Corporation, and one of \$40 on the Hongkong & Shanghai Bank. The prisoner, who is a house-boy in my employ, and has been with me for three weeks, was looking on at the time. After looking the box, I put the key in my wife's purse and laid it down on her dressing table and then went downstairs into the parlour where my wife was. Four or five minutes later on I heard footsteps upstairs close to where the cash-box was lying. I rang the bell, which was answered by the butler, and sent him upstairs immediately for the purse. He brought it back in less than one minute with the key in it. In the afternoon about half-past five o'clock, I wanted to put some more money in the cash-box, and went upstairs to do so. My wife opened the cash-box in my presence, taking the key from her purse, and found that the \$280 and the two cheques were gone. The prisoner was in the room at the time. I said to my wife, pointing to the prisoner:—"There is the man who stole my money." He said nothing, but walked up and down the passage in an excited state, and went out into the back verandah for a minute. I then went for a detective, telling Dr. Van der Horck to keep a watch upon the prisoner, and every one in the house. I sent a detective from the Central Police Station, up to the house. I next went to the Banks and stopped payment of the cheques. On my return I found Sergeant Toomey in the house, and through him caused the prisoner to be arrested. This morning about 7 o'clock, Dr. Van der Horck called my attention to an envelope on the roof of the kitchen, and went on the roof and brought back the original envelope in which the two cheques had been placed. A person could easily have thrown the envelope on to the roof from the back verandah upstairs, where the prisoner went on the robbery being first discovered. The envelope was very high up on the roof, as if some one had tried to throw it over the roof and failed. The prisoner brought no character; at least I did not ask him if he had one. He was introduced by my office boy (Aing). At the time I looked up the money Dr. Van der Horck was the only person upstairs besides the prisoner; he was lying down in a room at the opposite side of the passage. Before going downstairs I walked round the back verandah and through my own room and satisfied myself there was no one else upstairs at the time.

Li Ahang declared, stated: I am butler to the last witness, and have been in my employ for three months. Yesterday at half-past 2 o'clock I was in the dining room; my master came into the room, and told me to bring down a purse of the table in my mistress's room. I went upstairs, took the purse of the table, brought it downstairs, and gave it to my master. The prisoner was in the room where the purse was, putting my master's clothes in order. Shortly after my master went out, and I looked for the prisoner in order to get him to put my mistress's clothes in order, but could not find him. At about 5 p.m., the prisoner came into the dining room, where I was. I asked him no questions. A little after 7 p.m., a police Sergeant came to the house, and a Chinese *lungkwang* was put on watch over the servants' quarters. At this time I knew nothing of the robbery. My master returned about a quarter past seven, and then told me he had been robbed of \$470. My master and mistress, their two sons, with the European Sergeant, Chinese Constable and the prisoner, were all in my mistress's room. My mistress asked me if I knew who took the money. I said I did not know. She asked me if the prisoner was in the room when I fetched the purse, and I replied that he was. I then went downstairs, and shortly afterwards I saw the Sergeant search the prisoner's room, and take the prisoner into custody. I can swear the prisoner was not in the house from half-past two o'clock till five o'clock. I never asked him why he had been absent, it was not my business.

In reply to defendant he said, I cannot say if you asked me permission to go out when you were sitting on the bed. I was sleeping at the time.

The case was remanded for one week at the request of Sergeant Toomey.

THE ASSAULT IN AMOY HARBOUR.

Peter Nelson, second officer British barque *Parmentis*, was charged with having assaulted one Lan Ashui, a seaman belonging to the same vessel, on board of the ship on the 10th May instant in Amoy harbour striking him with a capstan bar, fracturing his skull and endangering his life.

P. C. Stewart proved taking the defendant into his custody on board the S. S. *Albatross* yesterday.

The Captain produced his log-book and showed an entry signed by the British Consul at Amoy. Eight witnesses also arrived by the same vessel.

Richard Humphreys Abbott sworn, stated: I am the master of the British barque *Parmentis*, at present lying in Amoy harbour. The defendant was the second mate of the vessel. On the 10th instant we arrived at Amoy from Chefoo. At about 1.30 p.m. of the same day the mate came to me looking much alarmed and called me forward. I went out on deck and then saw one of the Chinese able seamen running about the deck with two knives, one in each hand. He was not pursued by anyone but appeared to be in a very excited state as if he had been smoking opium or drinking samshu. I did not hear him say anything. I went up to him and took one of the knives away; I was going to take the other, when he ran away. As soon as I saw the man (Ashui) I told the mate to get the handcuffs, as I judged from his manner that he was dangerous. I was not afraid of him as I thought he could have no ill feeling towards me. As soon as he ran away, I pursued him, and we ran all over the fore deck, and in and out of the fore-castle. We might have been running about for two or three minutes, when he climbed up on the port side, to the top-gallant fore-castle. I did not notice the defendant while I was chasing Ashui. The latter had got on the top-gallant fore-castle before the mate returned forward with the iron. I followed Ashui onto the top-gallant fore-castle not more than half a minute behind him. There were a lot of spar-lyng fore and aft on the deck, and I had to go round them and then to the fore side of the captain's starboard side. I then saw Ashui lying on the deck bleeding very freely, he was out on the fore-castle. Defendant was leaning over him, trying to

raise him up. I saw none else on the top-gallant fore-castle. I did not see what became of the knife, in fact, I never looked for it. Almost immediately there was an uproar, the crew rushed on deck; they were going to attack the second mate (defendant), and were armed with heavers and everything they could pick up, about the decks, to revenge themselves on the defendant. I did not think the man was seriously out at first, and was going to dress the wound myself, but he was put into a boat by the crew without my orders, and taken on shore and to the Consul and thence to the Hospital. I noticed that the mate had an iron belying pin in his hand when my attention was first directed to Ashui, and told him to return it to the rail. I have often seen Ashui under the influence of opium, but I have never before seen him in so excited a state as at the time I have described. I think the excitement was caused by drink, he looked very wild and his eyes were staring.

Defendant said that he did not wish to use the Captain any question; only he would like to know if the Captain did not see Ashui with a knife upraised as if to stab him (defendant).

Witness said that he saw a knife in the mate's fist and he looked as if he meant to use it. He did not speak while he was running. Witness called to him to stop two or three times, but he would hear nothing.

Li Aha, the boatwain, who was next examined, said:—On the afternoon of the day we arrived at Amoy from Chefoo I was on the deck; we had resumed our work after dinner. The carpenter and Ashui were just inside the fore-castle, and I was near the fore-castle. Ashui came outside. He was going to lend the carpenter a small knife to scrape the fore-castle. Ashui went into the fore-castle to get the knife, and the mate asked him if he was going to smoke, and why he did not go to his work. Ashui was coming out of the fore-castle with the knife in his hand when the mate slapped his face. Ashui then ran on to the top-gallant fore-castle, and the mate called to the defendant to catch him. Defendant then gave chase, picked up a capstan-bar, and struck Ashui on the head. Ashui fell down, and then the Captain came upon the scene. Witness was quite certain the Captain did not run after Ashui before he (Ashui) went upon the fore-castle. Ashui never threatened defendant with a knife; he had a knife in his hand, but was running from the defendant.

Six other Chinese members of the crew gave corroborative evidence, and the case was then remanded till to-morrow.

DEFICIENT WEIGHTS &c.

Leung Shiu, proprietor of the Kwong Tai Chandler's shop, 26 Aberdeen-street; Cheung Tak, proprietor of the Yee Hop Chandler's shop, No. 5 Tark Lane; and Li She, proprietor of the 1 in Mow Chandler's shop, No. 1 Asor Buildings, were charged by Inspector Orley with being found in possession of deficient measures and weights.

Mr Ng Choy, who appeared for all three defendants, contended that the measures were not measures within the meaning of the Ordinance; they had no specific capacity, and were not represented as containing a catty or half catty or any other weight of rice. He further said that, there being no standard catty, the defendants could not be punished even if they had a deficient weight of that denomination.

His Worship took a different view of the case, and said he thought the evidence clearly showed that the measures were deficient; he therefore fined the first two defendants \$40 each, in default two months' hard labour; the third \$15, in default 21 days' hard labour.

NEWS BY THE FRENCH MAIL.

The M. M. Co's steamer *Yang Tsé*, Captain Nomdedden, from Marseilles with the London mail of the 18th April, arrived this afternoon.

TELEGRAMS.

(Straits Times.) London, May 13.—The Secretary of State for the Colonies made a statement concerning the Boers, whose camp was broken up on 18th April, when they dispersed quietly.

St. Petersburg, May 16.—According to an official statement of the Russian Government, the termination of the evacuation of Turkey will not be before 25th July next.

London, May 16.—The publication of the Diplomatic correspondence between the Government of England and Russia shows a clear understanding regarding the strict execution of the stipulations in the Treaty of Berlin relative to an administrative autonomy (unintelligible) Roumelia.

Bombay, May 19.—Yakob Khan has at length agreed to satisfactory Bases of Treaty which the viceroyal Council of India has been summoned to consider.

(From Indian Papers.) London, May 2.—The following is the result of the race for the 1,000 guineas, which was run this day: Wheel of Fortune first, Abbaye second, and Reconciliation third.

Calcutta, May 6.—General Roberts held a review of the troops at Alkhalgal on the 8th. 6,000 infantry, eighteen guns, and cavalry are still in the Kuram Valley. He afterwards held a grand durbar, and presents were given to friendly tribes. Addressing the chiefs, General Roberts said that, whilst aware of the double part many played, he forgave the past, but they must be sincere in the future and not be misled by Moollahs. Freedom of religion was guaranteed as long as the British remained. The Government would be made as little irksome as possible, whilst security of life and property would be insured. The Government had no intention of retaining Kandahar or Jellalabad.

London, May 6.—In the House of Lords Lord Salisbury, replying to a question, said that the British Government accepts the Russian interpretation of the Berlin Treaty as regards the evacuation of Bulgaria and Roumelia, that it should commence on the 8th May and end on the 3rd August.

An autograph letter from the Czar to the Sultan notifies that the evacuation has commenced, and urges the continuance of friendly relations.

London, May 6.—Advices from Capetown, dated 22nd April, state that preparatory movements for a British advance had commenced. The 21st, 68th, and 84th regiments had marched to Dornberg under General Newdigate. General Crealock commands the lower Angola column. The actual advance will be made in a fortnight's time. The House of Lords has thrown out on the second reading the bill for legalizing

marriage with a deceased wife's sister. The Prince of Wales gave his support to a petition presented in favour of the bill.

London, May 9.—In the House of Commons, Mr. Dillwyn, the member for Swansea, gave notice of a motion declaring that the direct interference of the Sovereign in India and in the foreign policy of the Government was not in accordance with constitutional usages. Mr. Fawcett gave notice of amendment that while the House was resolved to maintain its privileges it had not been shown that the Sovereign had acted without advice or was responsible for her Ministers. The Government accepted the amendment, and the debate was fixed for May 13th.

Aden, May 8.—The *Veneta*, with the mails of 25th April, started for Bombay at eleven last night, and the *Mongolia*, for Galle and Calcutta, at two this morning.

London, May 8.—The Board of Trade returns for the last month continue unfavourable.

Lahore, May 9.—Yakob Khan arrived yesterday at General Sir Sam. Broomfield's camp. Major Cavanagh went to meet him. Yakob Khan was impressed with the display of troops and was highly pleased. He telegraphed the news of his arrival to the Viceroy, who expressed a hope of durable friendship.

London, May 1.—Advices from Capetown dated 15th April state that a force of colonials had attacked and attempted to storm the stronghold of Morosi, the Basuto chief, but were unsuccessful and suffered a loss of twenty-six killed and wounded.

Simla, May 3.—Yakob Khan has announced his intention of proceeding to the British camp in person to interview the British authorities with a view to ascertain by personal discussion whether friendly relations can be restored between the two Governments. It is perfectly quiet at Candahar. The revenue from the surrounding districts is coming in to the British Government quite peaceably.

Madras, May 3.—Affairs at Mandalay are quiet, the report of further executions being untrue.

Simla, May 4.—Yakob Khan marched out of Kabul on the 2nd. He sent Yakta Khan, his father-in-law, to look after his affairs in Afghan Turkestan.

Jaffna, May 6.—A terrible calamity occurred at a Hindu temple festival at Karavetti, 6 miles from here, (Point Pedro) about 2 o'clock on Sunday morning. Whilst carrying the swami round the inside of the temple enclosure some one accidentally held a torch too high, which set fire to the decorations of the pandal attached to the temple. The temple enclosure was crowded with people. Many tried to rush in from the outside to see what was the matter, and met those trying to get out, and got jammed near the temple gateway. In a very short time the light pandal roof and decorations fell and burnt upon a mass of people. 41 dead bodies, burnt or suffocated, have been taken out, besides many others taken away badly injured, of whom 20 are said to have since died; other deaths are expected. (An inquest was held on Sunday afternoon. The calamity is attributed to accident. The deaths are attributable to the panic in rushing in of people from all sides to that spot then burning and the mass falling upon them.)

(London and China Express, April 18.)

The sailing of the *Tyne*, store and troopship, which was to have left Sheerness this week for the China station, has been postponed, and she will not arrive at Portsmouth till the 22nd inst. She takes out stores to the Cape of Good Hope, and superannuated for the gunboats *Mosquito*, *Lily*, *Sheldrake*, and *Moorehen*.

The *Pegasus*, 6, composite sloop, Commander the Hon. H. N. S. Hood, has returned to Plymouth from her experimental cruise in the Channel, which is reported as having been very successful. She will leave for the China station to-day.

The *Nassau*, 4, screw-sloop, Commander Wm. M. Lang, recently arrived from China, was paid off at Sheerness on the 15th inst. The *Himalaya* troop ship has arrived at Suez, homeward bound, from Hongkong and Singapore.

A correspondent writes:—The *Fozhou*, 4, gunboat, which left England as long ago as January, 1878, for the China station, and which was delayed in the Mediterranean, has at last arrived on her station, and I fear that her reception may not be as pleasant as Lieutenant-Commander Nowell could wish. The fact is, the *Fozhou* has had the misfortune to take the ground on her passage, and on the receipt of the report at the Admiralty it has been thought, I am told, that there was a certain amount of caution wanting. Consequently a court-martial to inquire into the causes of the mishap is not improvable. Assistance was rendered to the *Fozhou* by an Italian steamer, but no claim for salvage was made by the captain of that vessel, which affords rather a contrast to those ships of our own mercantile marine which helped the *Malabar*, and are not satisfied at the amount the Admiralty offered to pay.

The woman Kate Webster and John Church were brought up on remand at Richmond yesterday, charged with being concerned in the murder of Mrs. Thomas on March 2. Church was discharged, and the woman was again remanded.

Latest Mail Advices.—Yokohama (via San Fran), Mar. 4; Shanghai, Mar. 1; Foochow, Mar. 4; Hongkong, Mar. 8. The advices dated as above, from China and the Straits Settlements, were received by the French Mail, via Naples, on the 12th inst., and from Japan, via San Francisco, on the 9th inst. The next inward P. and O. mail, bringing a week's later dates, left Brindisi on the 16th inst., and will reach London to-morrow, two days early.

Chen Lan-pin, the Chinese Minister to Washington, and his suite left New York for Liverpool, en route to Madrid, on the 12th inst. Mr W. Kilwell Goldborough has been appointed United States Consul at Amoy.

It is reported in Paris that the Chinese Government purposes establishing a Consular agency at Saigon. The increasing number of Chinese who form one-fourth of the population of the colony has rendered the measure needful.

It is announced that the Russian Government has resolved upon the surrender of Kuldja to the Chinese.

Exchange.

Bank, Wire,...	8/8
" Demand,...	8/9
" 30 days' sight,...	8/4
" 4 months' sight,...	8/10
Credit, 6,...	8/10
Documentary, 6 months' sight,...	8/10
India, Wire,...	250
" demand,...	251
Shanghai, demand,...	72
" 30 days' sight,...	72

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TO LET.

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Hongkong, April 30, 1879. my80

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FIRST FLOORS of Nos. 3 and 4, Praya East, with immediate possession.

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A SPACIOUS TIMBER YARD, close to the Wanchai Pier. Timber received on Storage or the Yard Rented.

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FIRST CLASS GODOWNS.

Goods of every description Landed and Stored.

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OFFICES, PRAYA CENTRAL, now occupied by Messrs NORTON & Co., with possession from 1st June next.

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DUART, ARBUTHNOT ROAD, at present in the occupation of Messrs GILMAN & Co. Possession from 1st June next.

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SECOND FLOOR and a GODOWN.

OFFICES in Queen's Road, now under the occupation of Messrs WILSON & BIRD, and Messrs DAVIS & Co.

Also,
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BONHAM ROAD,

WITH Large TENNIS LAWN.

Apply to
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No. 6, Queen's Road Central,
late Messrs E. D. SASSOON & Co.

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Hongkong, May 8, 1879.

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Hongkong, April 29, 1879.

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PORTION of a HOUSE, very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central. Possession 1st March next.

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THE S. S. BELGIC will be despatched for San Francisco via Yokohama, on SATURDAY, May 31st, 1879, at 3 p.m., taking Cargo and Passengers for Japan, the United States, Mexico, Central and South America, and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 30th May. PARCEL PACKAGES will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,
Acting Agent.

Hongkong, May 26, 1879. my81

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship ALASKA will be despatched for San Francisco, via Yokohama, on MONDAY, the 2nd June, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

On Through PASSAGES TO EUROPE, a REDUCTION OF TWENTY PER CENT from Regular Rates is granted to OFFICERS of the ARMY, and NAVY, and MEMBERS of the CIVIL and CONSULAR SERVICES in COMMISSION.

Freight will be received on board until 4 p.m., of 1st June. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, May 8, 1879. jn2



STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTH-AMPTON, AND LONDON (Direct);

ALSO BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship LOMBARDY, Captain W. B. HALL, will leave this on TUESDAY, the 3rd June, at Noon.

For further Particulars, apply to
A. McIVER, Superintendent.

Hongkong, May 20, 1879. jn8

INSURANCES.

SWISS LLOYD TRANSPORT INSURANCE COMPANY OF WINTERTHUR.

THE Undersigned having been appointed Agents for the above Company, have this Day taken over charge of the Hongkong Agency, and are prepared to grant INSURANCE on MARINE RISKS at Current Rates to all parts of the World.

Apply to
MEYER & Co.
Hongkong, February 10, 1879. jn1

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant POLICIES against FIRE on Buildings and on Goods to the extent of \$50,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Attention is invited to a considerable reduction in Premium for Life Insurance in China.

MEYER & Co.
Hongkong, August 13, 1879. jn1

Insurances.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant INSURANCES at current rates.

MELOHRS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER

of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant INSURANCES as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.
Hongkong, July 6, 1875.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World.

In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEE SMITH,
Secretary.
Hongkong, December 9, 1878.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to
ARNOLD, KARBURG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1867.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £100,000

Reserve Fund upwards of £120,000

Annual Income £250,000

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 13, 1866.

Merchant Vessels in Hongkong Harbour.

Exclusively of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Section.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Adria	2h	Stewart	Brit.	780	May 27	P. & O. S. N. Co.	Ythama & S. F. Colson	2nd prox.
Alaska	5c	Seabury	Amer.	3452	May 10	P. M. S. S. Co.	Amoy, &c.	at daylight
Albay	5h	F. Ashton	Brit.	366	May 27	Douglas Laprak & Co.	Bangkok	
Amoy	4c	Dryden	Brit.	814	May 23	Stamson & Co.	Hankow	To-day
Argyll	5h	Scott	Brit.	1271	May 9	Jardine, Matheson & Co.	Ythama & San F. Colson	31st inst.
Belgic	5h	Meyer	Brit.	1716	May 17	O. & S. S. Co.		
Bombay	1h	Johnson	Brit.	749	Feb. 12	Kwok Achong		
Briabane	1h	Raddell	Brit.	1700	May 19	Gibb, Livingston & Co.	Australian Ports	Coast Dock
Charlton	2h	Johnson	Brit.	738	May 23	Melchers & Co.	Yokohama	Mails
China	5c	Alderton	Brit.	1036	May 16	P. & O. S. N. Co.		
City of Santiago	7c	Peters	Brit.	1291	May 27	Adamson, Bell & Co.		
Crusader	4c	Rowin	Brit.	647	May 26	J. Pittman		
Emeralda	4c	Cullen	Brit.	395	May 20	Russell & Co.	Manila	At dawn Dock
Fame	6h	Stapan	Brit.	117	May 27	H. K. & W. P. Co.		
Galley of Lorne	8h	Dryden	Brit.	1359	May 19	Gibb, Livingston & Co.	Salgon	Tag flying 30th daylight
Heoporia	5c	Johnson	Ger.	1138	May 27	Stamson & Co.		
Killarney	4c	O'Neill	Brit.	1060	May 15	Gibb, Livingston & Co.	Foochow	
Kwangchow	1h	Goggin	Brit.	365	May 27	Kwok Achong		
Kwangtung	5h	Hunter	Brit.	875	May 24	Douglas Laprak & Co.	Coast Ports	To-morrow
Leyte	5h	Zublaquiere	Span.	312	April 8	Russell & Co.		K'loon Dock
Maharajah	2h	Clark	Brit.	994	May 28	Stamson & Co.	Shanghai	
Ningpo	5c	Cass	Brit.	761	May 28	Stamson & Co.		
Olaf	5c	Andersen	Dan.	978	May 26	Stamson & Co.		
Paladin	3c	Parker	Brit.	897	May 22	Arnold, Karberg & Co.	Salgon	31st inst.
Rajanattianhar	5h	Hopkins	Brit.	933	May 19	Fuen Fat Hong	Bangkok	Sand's Slip
Salvadora	5h	Larrinaga	Span.	615	May 19	Remedios & Co.	Manila	To-day
Sea Gull	8h	Haydon	Amer.	48	Mar. 24	China Traders' Insurance Co.	Yokohama	Mails
Sorogoon	3c	Lopez	Span.	240	May 19	Vogel & Co.	Shanghai	To-morrow
Tanals	5c	Marcelle	Sub.	1000	May 24	Messageries Maritimes		
Yangtze	4c	Schultze	Brit.	783	May 28	Stamson & Co.		
Zephyr	1h	Bauer	Brit.	.....	.....	Russell & Co.		
Sailing Vessels								
Abbie N. Franklin	4h	Howes	Amer. bge.	460	Mar. 6	Captain		
Advance	2c	Spencer	Brit. bge.	336	May 17	Chinese		
Aleppo	1c	Falconer	Brit. bge.	665	April 27	Borneo Co., Limited	Manila	
Alexa	8c	Robb	Brit. bge.	424	April 20	Jardine, Matheson & Co.	Foochow	
Alloe O. Dickerman	3c	Bugant	Amer. 3m. sc.	501	May 15	Order		
Anne	2c	Lassen	Dan. coh.	171	May 19	Chinese		
Aurora	3c	Milne	Brit. bge.	294	May 20	Chinese		
Beethoven	.....	Haje	Brit. bge.	340	May 14	Melchers & Co.		
Black Prince	7c	Howes	Brit. sh.	751	May 4	Russell & Co.	Foochow	
Carriote	7h	Jones	Brit. bge.	976	May 21	Meyer & Co.		
Chamron Kamrye	2c	Stobbe	Siam. bge.	.....	May 15	Kin Tye Loong		
Channel Queen	2c	Laohour	Brit. bge.	609	May 24	Edward Schellhas & Co.		
Ching-too	3c	Barker	Brit. 3m. sc.	304	May 24	Borneo Co., Limited		
Clara	7c	Outter	Brit. sh.	987	May 26	Borneo Co., Limited	San Francisco	